

Subcommittee on Transportation and Housing and Urban Development

Overview of Selected Accounts

NOTE: THE INFORMATION SHOULD BE USED ONLY AS A GENERAL GUIDELINE. IT DOES NOT REFLECT ALL ACCOUNTS FOR WHICH PROJECTS WILL BE CONSIDERED. FURTHER, THE ELIGIBILITY OF SPECIFIC PROJECTS SHOULD BE CONFIRMED INDEPENDENTLY BY YOUR STATE DOT OR THE RELEVANT FEDERAL AGENCY!

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Transportation, Community, and System Preservation (TCSP) Program

The TCSP program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. The federal share for the TCSP program is 80 percent.

Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce the impacts of transportation on the environment.
- Reduce the need for costly future investments in public infrastructure.
- Provide efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development.

Eligibility is broadly defined as a project eligible for assistance under title 23 or chapter 53 of title 49, or any other activity the Secretary determines to be appropriate to implement transit-oriented development plans, traffic calming measures, or other coordinated TCSP practices.

For further information, see Page 53 of House Committee Report 110-238.

Interstate Maintenance Discretionary (IMD) Program

The IMD program provides funding for resurfacing, restoration, rehabilitation and reconstruction work, including added lanes to increase capacity, on most existing Interstate System routes.

The federal share for the IMD program is 90 percent. However, the federal share is 80 percent on projects, or the portion of projects, for work involving added single-occupancy vehicle lanes to increase capacity. IMD funds are available until expended.

Any proposed or future Interstate route is not eligible for IMD funds. These routes include any highway added to the Interstate System under section 103(c)(4) of title 23, United States Code (U.S.C.), and section 1105(e)(5)(A) of ISTEA, as well as those routes designated as a part of the Interstate System under section 139 of title 23, U.S.C., as in effect before the enactment of TEA-21, and any toll road on

the Interstate System not subject to an agreement under section 119(e) of title 23, U.S.C., as in effect on December 17, 1991.

For further information, see Page 45 of House Committee Report 110-238.

Federal Lands Highways Program

The Federal Lands Highways program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities within public lands, national parks, and Indian reservations. The federal share for the Federal Lands Program is 100%.

For further information, see Page 49 of House Committee Report 110-238.

Ferry Boats and Ferry Terminal Construction Program

This discretionary program provides funding for the construction of or improvements to ferry boats and ferry terminal facilities within the States and territories of the United States. The ferry boat must operate on a route classified as a public road and not on an Interstate and be either publicly owned or operated or majority publicly owned. The federal share is 80%.

For further information, see Page 51 of House Committee Report 110-238.

FEDERAL TRANSIT ADMINISTRATION (FTA)

Bus and Bus Facilities

The Bus and Bus-Related Facilities program provides capital assistance for new and replacement buses and related equipment and facilities.

Eligible capital projects include the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. The federal share for the Bus and Bus Facilities program is 80%.

For further information, see Page 92 of House Committee Report 110-238.

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Alternatives Analysis Program

The Alternative Analysis Program provides grants to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

The federal share for the Alternatives Analysis program is no more than 80%.

For further information, see Page 100 of House Committee Report 110-238.

New Starts

The New Starts program provides grants for construction of a new fixed guideway system or an extension to an existing fixed guideway system. A fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a “people mover”), or a busway/high occupancy vehicle (HOV) facility.

Eligible recipients for New Starts funding are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. The statutory match for New Starts funding is 80 percent Federal, 20 percent local, however, Congress has instructed FTA not to sign any new full funding grant agreement that have a maximum Federal share of higher than 60 percent.

For further information, see Page 103 of House Committee Report 110-238.

Small Starts

The Small Starts program provides grants for construction of smaller fixed guideway projects as authorized by Section 5309 of title 49. In order to qualify as a Small Start, the total project cost must be less than \$250 million, with no greater than \$75 million for the Federal share.

FEDERAL RAILROAD ADMINISTRATION

Rail Line Relocation and Improvement Program

The Rail Line Relocation and Improvement Program provides grants for local rail line relocation and improvement projects. In order for a State to be eligible for a grant, the project must mitigate the adverse effects of rail traffic on a safety, motor vehicle flow, community quality of life, including noise mitigation or economic development. In addition, grants can be used for vertical or lateral relocation of a rail line.

This program was authorized in Section 9002 of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59). The federal share for

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the Rail Line Relocation and Improvement Program is no more than 90%.

For further information, see Page 84 of House Committee Report 110-238.

FEDERAL AVIATION ADMINISTRATION (FAA)

Grants-in-Aid for Airports (Airport Improvement Program- AIP)

The Airport Improvement Program (AIP) provides grants generally to public agencies for the planning and development of public-use airports. Eligible projects include those improvements related to enhancing airport safety, capacity, and environmental concerns. In general, sponsors can use AIP funds on most public-use airfield capital improvements or repairs except those for terminals, hangars, and nonaviation development. Projects related to airport operations and revenue-generating improvements are typically not eligible for funding.

The Committee includes language that the Administrator ensure that airport sponsors first use available entitlement funds for the project. In addition, state apportionments can be construed as discretionary funds.

For further information, see Page 35 of House Committee Report 110-238.

THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Economic Development Initiative (EDI)

EDI funds can be used for economic development activities, including; acquisition, planning, design, construction, and renovation of housing; land acquisition; and revitalization and redevelopment projects. Members should ensure that EDI projects are consistent with the underlying authorization for activities funded from the Community Development Fund within HUD. Funds should be used for activities which benefit low- and moderate-income persons.

The following activities are not eligible for EDI funds:

- No funding for for-profit entities;
- No reimbursement of expenses (including debt service or debt retirement or payment for activities already undertaken);
- No water or sewage projects – although industrial park developments that include infrastructure developments may be considered;
- No first responder projects (including equipment grants, public safety grants, or public safety facilities construction, including police and fire stations);
- No transportation construction projects;
- No expenses for program operations, including staff;
- No planning projects for greater than \$100,000;
- No healthcare facilities;
- No college or university projects, except in unique circumstances where such projects clearly and

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unambiguously embody the statutory goals cited in the Housing and Community Development Act of 1974.

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